FIRST ANNUAL REPORT

OF THE

DEPARTMENT OF SUBWAYS AND TRACTION

AND

DEPARTMENT OF SUPERHIGHWAYS

CITY OF CHICAGO

1939

EDWARD J. KELLY
Mayor

RALPH H. BURKE
Chief Engineer

PHILIP HARRINGTON
Commissioner

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Estimated Cost
$ 25,750,000
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5,400,000
6,300,000
$ 23,400,000
$ 59,200,000
3,600,000
22,200,000
11,000,000
$ 96,000,000
$ 10,100,000
29,600,000
15,900,000
17,300,000
6,200,000
21,200,000
1,700,000
102,000,000
$267,000,000

SECOND ANNUAL REPORT

of the

DEPARTMENT OF SUBWAYS AND SUPERHIGHWAYS

CITY OF CHICAGO

FOR THE YEAR ENDED
DECEMBER 31, 1940

EDWARD J. KELLY
Mayor

RALPH H. BURKE
Chief Engineer

PHILIP HARRINGTON
Commissioner

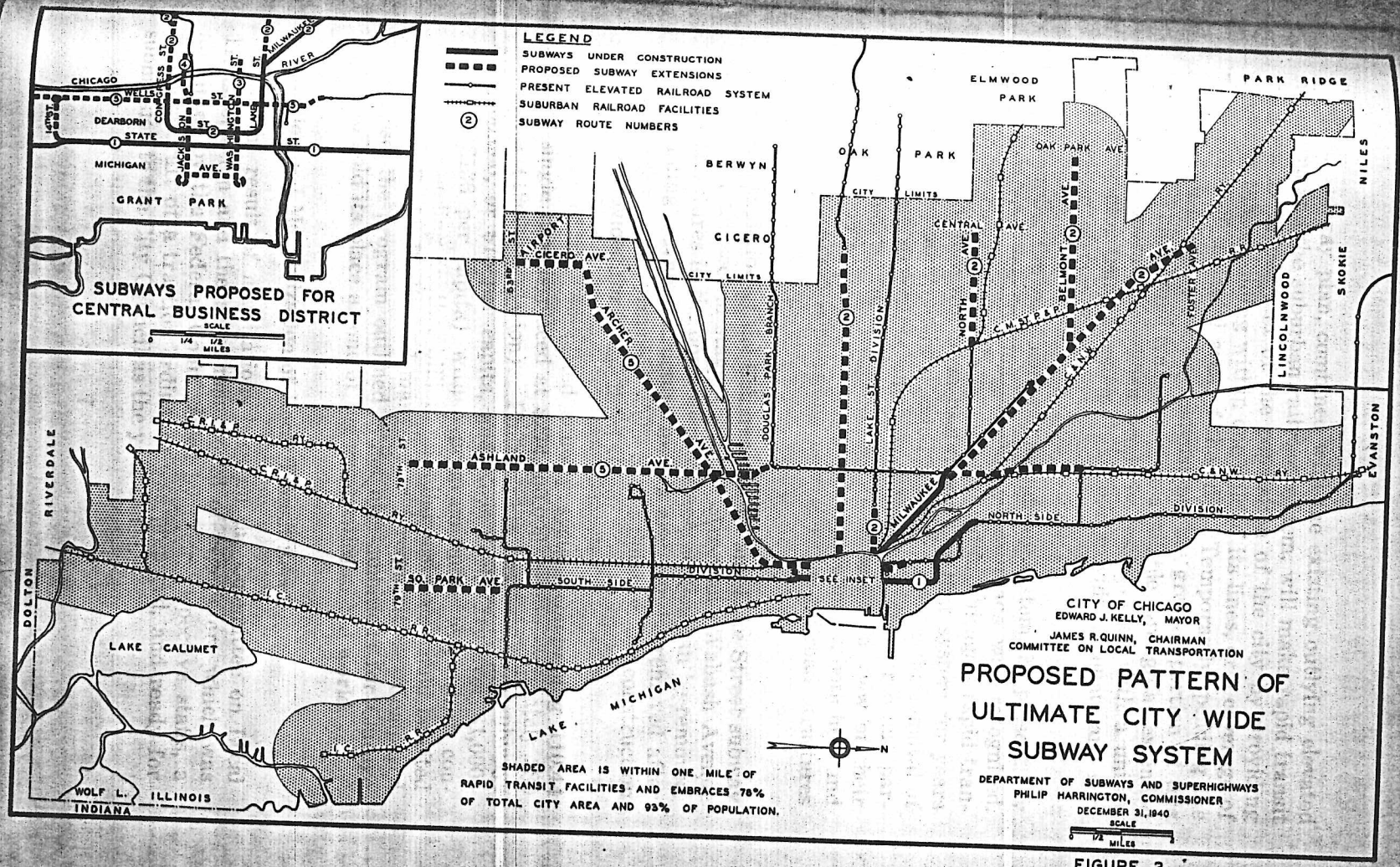
LEGEND
SUBWAYS UNDER CONSTRUCTION
PROPOSED SUBWAY EXTENSIONS
PRESENT ELEVATED RAILROAD SYSTEM
SUBURBAN RAILROAD FACILITIES
SUBWAY ROUTE NUMBERS
SUBWAYS PROPOSED FOR CENTRAL BUSINESS DISTRICT
SCALE
0 1/4 1/2 MILES
CHICAGO
WELLS ST.
DEARBORN ST.
STATE ST.
MICHIGAN AVE.
GRANT PARK
CONGRESS ST.
JACKSON BLVD.
WASHINGTON BLVD.
LAKE ST.
MILWAUKEE ST.
RIVER
ELMWOOD PARK
PARK RIDGE
OAK PARK
OAK PARK AVE.
BERWYN
CICERO
CITY LIMITS
CENTRAL AVE.
NORTH AVE.
CICERO AVE.
33RD ST.
AIRPORT
ARCHER
DOUGLAS PARK BRANCH
LAKE ST. DIVISION
MILWAUKEE
BELMONT
C.M.ST.P.&P.
C.&N.W.
POSTER AVE.
LINCOLNWOOD
SKOKIE
NILES
EVANSTON
RIVERDALE
C.R.I.&P.
ASHLAND AVE.
39TH ST.
DIVISION
NORTH SIDE
SOUTH SIDE
SEE INSET
C.&N.W.
DOLTON
I.C.
LAKE CALUMET
LAKE MICHIGAN
WOLF L.
INDIANA
ILLINOIS
SHADED AREA IS WITHIN ONE MILE OF RAPID TRANSIT FACILITIES AND EMBRACES 78% OF TOTAL CITY AREA AND 93% OF POPULATION.
N
CITY OF CHICAGO
EDWARD J. KELLY, MAYOR
JAMES R. QUINN, CHAIRMAN
COMMITTEE ON LOCAL TRANSPORTATION
PROPOSED PATTERN OF ULTIMATE CITY WIDE SUBWAY SYSTEM
DEPARTMENT OF SUBWAYS AND SUPERHIGHWAYS
PHILIP HARRINGTON, COMMISSIONER
DECEMBER 31, 1940
SCALE
0 1/2 1 MILES

FIGURE 3

ere- ces by representa-
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City Limits, as the
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and allocated Motor
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tr nsit system, one
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terminal system is
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Chicago presented
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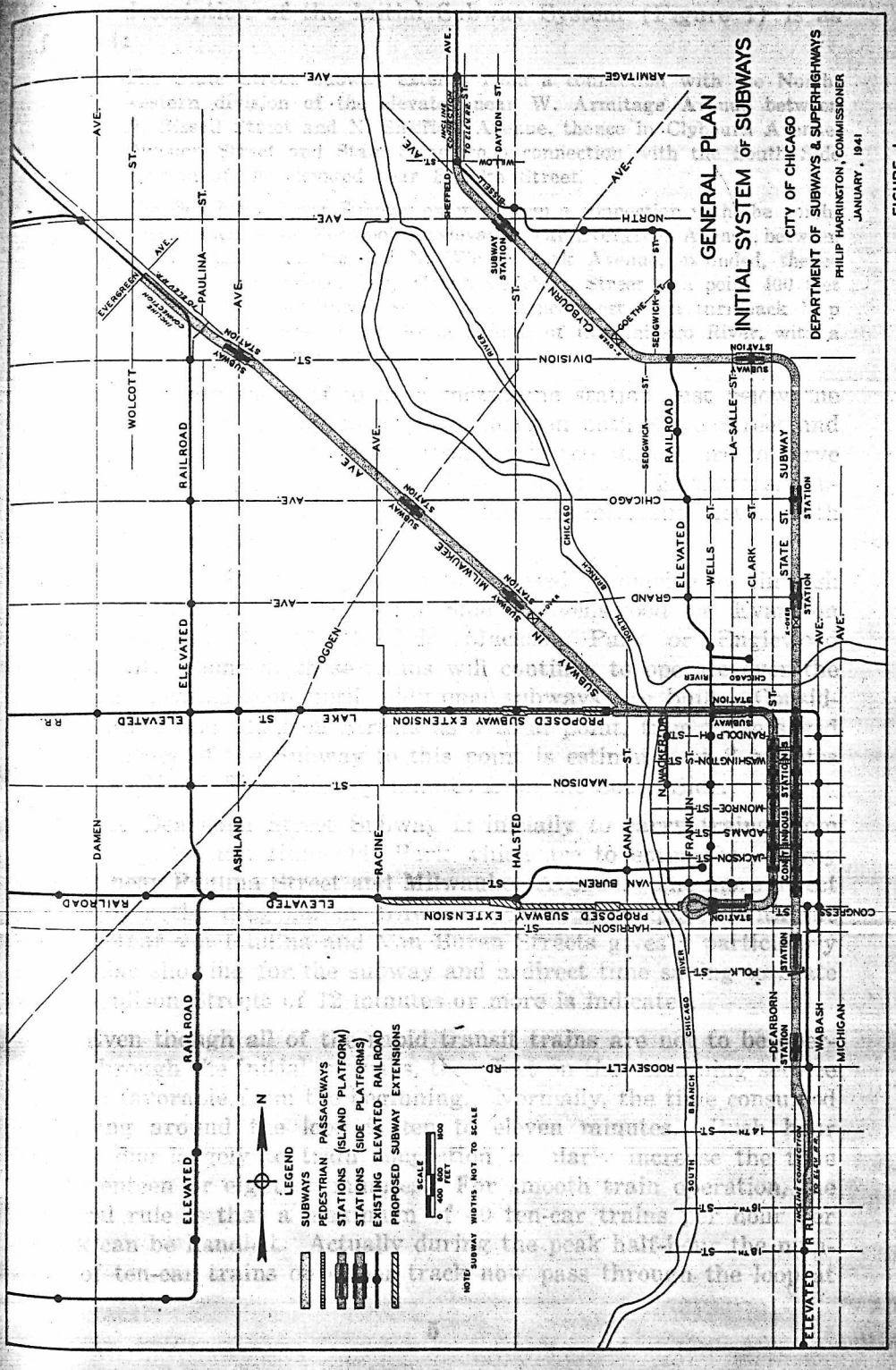
engineers all over
w ompleted about
hic includes two-
ive Subway System



SUPERHIGHWAYS

Recognizing the need of the city-wide system of limited access highways to reduce the congestion and confusion in the City's streets resulting from ever increasing use of private automobiles and trucks, the present City administration created a Department of Superhighways in 1939 to supervise the planning, construction and maintenance of a comprehensive system of superhighways.

Effective January 1, 1940, by action of the City Council, the Department of Superhighways ceased to exist, and its duties and functions were transferred to the Department of Subways and Superhighways directed by Philip Harrington as Commissioner.

On February 21, 1940, after a series of public hearings by its Committee on Traffic and Public Safety, Alderman George D. Kells, Chairman, the City Council adopted with some modifications a comprehensive superhighway plan presented to it at the request of the Mayor on October 30, 1939.

The comprehensive plan (See Figure 8), as approved by the Council and filed with the State Department of Public Works at Springfield as the official plan of the City of Chicago, is as follows:

A Southeast route along the lake front from Forty-ninth Street to the Indiana State Line.

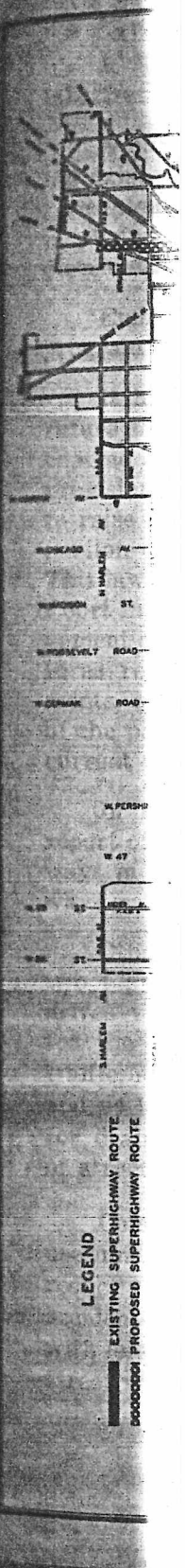
A South route between State and Dearborn Streets from the central business district to Ninety-fifth Street.

A Southwest route branching from the south superhighway near Twenty-sixth Street and extending along Archer Avenue and the Illinois-Michigan Canal to the City Limits.

A West route (See Figure 10) from Field Drive in Grant Park largely along the general line of Congress Street to the West City Limits.

A Northwest route along the general line of N. Clybourn, N. Elston or N. Avondale Avenues from the central business district to N. Harlem Avenue.

A Cross-town route in the vicinity of S. Pulaski Road from the Southwest superhighway to Eighty-seventh Street, and along the general line of N. and S. California Avenue from the Southwest superhighway to the Northwest superhighway.



A North superhighway continuing the Outer Drive along the lake front from W. Foster Avenue to the North City Limits.

A quadrangle around the central business district consisting of the existing Outer Drive and Wacker Drive improvements and supplemented by extensions of the proposed superhighways in this area is planned to articulate the system and to provide adequately for distributing traffic into and from the terminal district.

Embracing 62 miles of limited access highways, the cost of the program is estimated at approximately $205,000,000.

It had been planned originally to finance the program out of future motor fuel tax revenue. This was authorized by legislation enacted June 29, 1939, by the Illinois General Assembly. Under its provisions, the City and the County each would have been permitted to raise more than $30,000,000 by issuing notes in anticipation of a portion of their shares of motor fuel tax revenue for twenty years. This law, however, failed to meet the approval of the Illinois Supreme Court in a decision published February 21, 1940. Pending the development of a satisfactory legal method of financing the heavy expenditures required to provide Chicago with these necessary improvements, construction will proceed on a pay-as-you-go basis with each of the participating governmental agencies defraying its share from current motor fuel tax allotments.

In keeping with the fundamentals of design outlined in the report of 1939, it is planned to build depressed type, eight lane highways in wide, landscaped rights-of-way, except where elevated highways or thoroughfares at street grade are necessary or more desirable.

Other important features of design include separation of the two 4-lane roadways of each highway by wide median strips; service drives with ramp connections to the express roadways to provide for the needs of abutting property; elimination of all pedestrian traffic, slow moving vehicles and all cross traffic; no traffic signals and no left turns; adequate lighting facilities and suitable provision for drainage and snow removal; attractive architectural treatment of structures and adequate terminals.

Completion of the Superhighway system will restore to maximum usefulness the many traffic-congested local and through streets; will reduce the high annual economic loss caused by traffic fatalities and accidents and traffic tieups, and will enable all surface traffic to move with less delay and congestion and with greater safety over the entire street system.

COMPREHENSIVE SUPERHIGHWAY SYSTEM
PLAN SHOWING SPECIFIC LOCATION AND RIGHT OF WAY
CITY OF CHICAGO
EDWARD J. KELLY, MAYOR
SPECIAL JOINT COMMITTEE, CHICAGO CITY COUNCIL
GEORGE D. KELLS, CHAIRMAN
PREPARED BY
DEPARTMENT OF SUBWAYS AND SUPERHIGHWAYS
PHILIP HARRINGTON, COMMISSIONER
FEBRUARY 1940
SCALE
MILES
LEGEND
EXISTING SUPERHIGHWAY ROUTE
PROPOSED SUPERHIGHWAY ROUTE
NORTH ROUTE
NORTHWEST ROUTE
WEST TOWN ROUTE
CROSS TOWN ROUTE
SOUTHWEST ROUTE
SOUTH ROUTE
SOUTHEAST ROUTE
TOUHY AV.
DEVON AV.
BRYN MAWR AV.
LAWRENCE AV.
IRVING PARK BOUL.
BELMONT AV.
FULLERTON AV.
E. NORTH AV.
E. CHICAGO AV.
E. MADISON ST.
E. ROOSEVELT ROAD
E. CERMAK ROAD
E. 31 ST.
E. PERSHING ROAD
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E. 55 ST.
E. 63 ST.
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E. 87 ST.
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E. 103 ST.
E. 114 ST.
E. 122 ST.
E. 130 ST.
E. 138 ST.
W. NORTH AV.
W. CHICAGO AV.
W. MADISON ST.
W. ROOSEVELT ROAD
W. CERMAK ROAD
W. 31 ST.
W. PERSHING ROAD
W. 47 ST.
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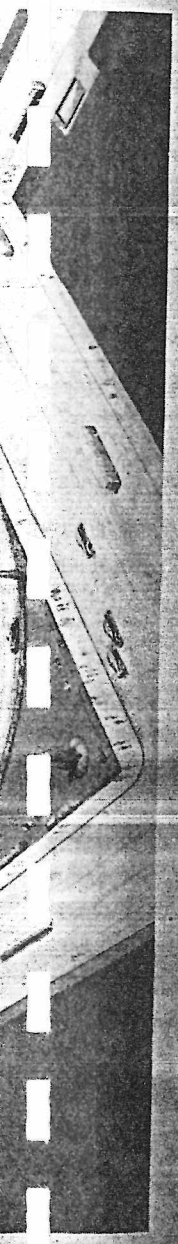
W. 103 ST.
W. 111 ST.
W. 119 ST.
W. 127 ST.
N. CENTRAL AV.
N. CICERO AV.
N. PULASKI RD.
N. KEDZIE AV.
N. WESTERN AVE.
N. ASHLAND AV.
N. HARLEM AV.
N. NARRAGANSETT AV.
S. HARLEM AV.
S. NARRAGANSETT AV.
S. CENTRAL AV.
S. CICERO AV.
S. PULASKI RD.
S. KEDZIE AV.
S. WESTERN AVE.
S. ASHLAND AV.
S. HALSTED ST.
S. STATE ST.
INDIANA AV.
ILLINOIS CENTRAL R.R.
CITY CANAL
CHICAGO RIVER
CHICAGO SANITARY & SHIP CANAL
LAKE MICHIGAN
ELLIS AV.
VERMONT ST.
TORRENCE AV.
AVENUE O

FIGURE 8



The Downtown Traffic Distributor Planned for the Congress Street Superhighway.

SIXTH ANNUAL REPORT

OF THE

DEPARTMENT OF SUBWAYS AND SUPERHIGHWAYS

CITY OF CHICAGO

YEAR ENDED

DECEMBER 31, 1944

EDWARD J. KELLY
Mayor

VIRGIL E. GUNLOCK
Chief Engineer

PHILIP HARRINGTON
Commissioner

SIXTH ANNUAL REPORT

Department of Subways and Superhighways

Extensive Subway and Superhighway Construction, including the modernization and unification of the City's local transit facilities is assured for Chicago in the early post-war period through the studies, designs, plans and specifications prepared by the Department of Subways and Superhighways during the year 1944.

SUBWAYS

Planning and Designing

In the field of subway planning and designing, the Department virtually finished all plans for completing and equipping the Milwaukee-Lake-Dearborn route of the Initial System of Subways. The estimated cost of this remaining work exclusive of rolling stock is $10,060,000 and consists of a connection with the Logan Square-Humboldt Park "L" near Evergreen and Milwaukee Avenues; construction of subway tubes from Dearborn Street west under Congress Street to a turnback section just east of the Chicago River; and the installation of fixed transportation equipment such as track, signal, power distribution, lighting and ventilation systems and station finish. Funds for this work are available, but additional funds in the amount of about $4,550,000 must be provided either by the Transit Company or by the City, for rolling stock to place this subway in operation. The 1945 City budget includes an appropriation of $5,000,000 which could be used for this purpose. Operation of this branch of the subway system, according to estimates, will benefit 700,000 residents of Chicago's West and Northwest Sides. A daily saving in travel time of up to 25 minutes per person is anticipated.

Subway Extensions

A plan for early post-war construction of a subway extension from the central business district west along the line of Congress Street to Kedzie Avenue with a branch north in Kedzie Avenue to a connection with the Lake Street Elevated was developed through comprehensive studies and surveys (See Figure 2).

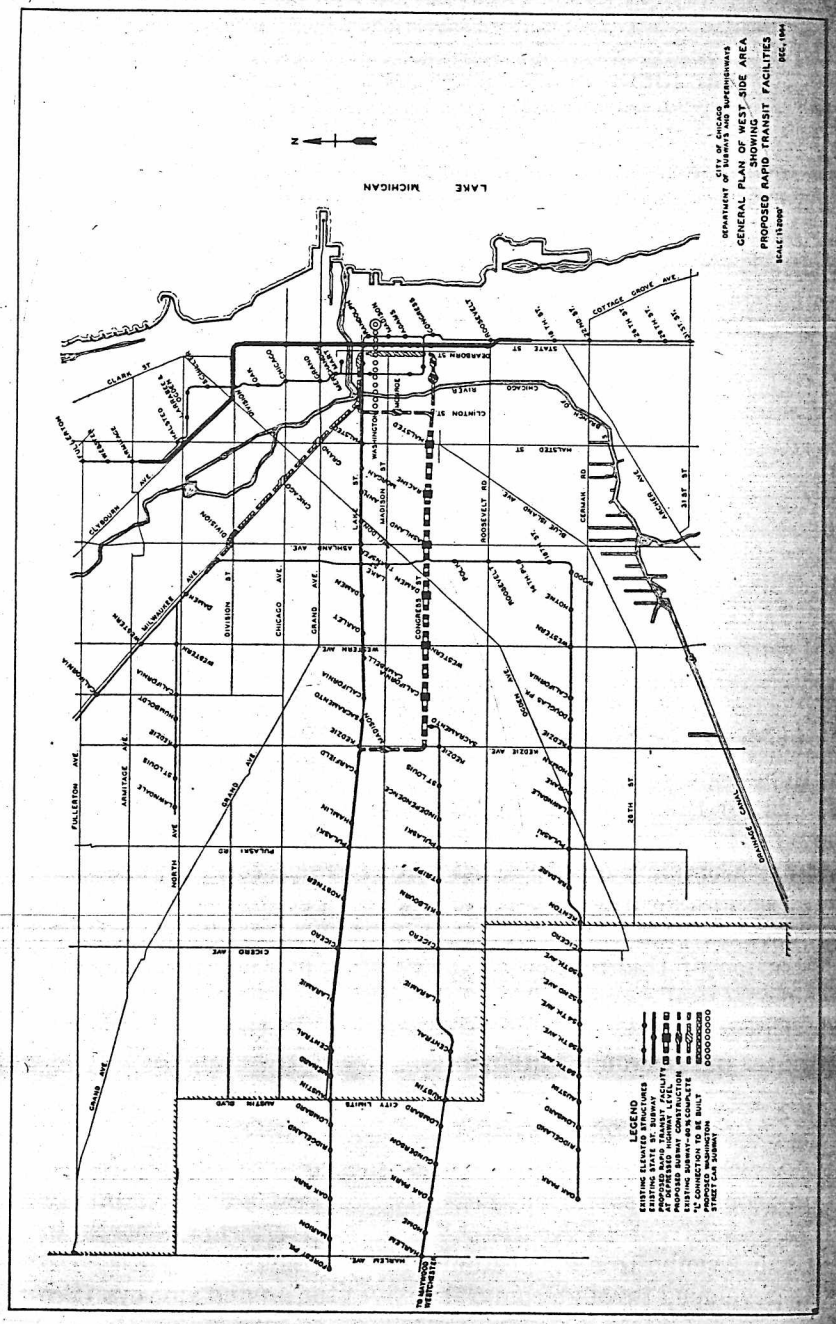


Figure 2

Connect
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studies

Connecting with the Milwaukee Avenue-Dearborn Street subway and with the Lake Street, Garfield Park and Douglas Park "L" lines, this proposed subway extension would cost approximately $33,500,000, exclusive of rolling stock. It would serve an area of about 27 square miles, having a population of 632,000 persons, and would effect a daily saving in travel time of 15 to 25 minutes per person.

It is expected that this route would be built in conjunction with the construction of the depressed Congress Street highway and for the greater part of its length would be of the open-cut type, located in the median strip of the superhighway (See Figure 3). It would consist of 16 miles of track of which 12 miles would be available for express service. The river crossing would be accomplished most economically and feasibly by means of sinking prefabricated concrete and steel tubes, similar to the method used in crossing the river at State Street for the Clybourn-Division-State Street subway.

Connecting with the Milwaukee-Lake-Dearborn Street subway just east of the South Branch of the Chicago River, the West Side subway would cross the river in these tubes and emerge in open-cut in the superhighway median strip just east of Halsted Street.

In addition to connections with the Lake Street "L" near Homan Avenue, and with the Douglas Park and the Garfield Park "L" lines at Marshfield Avenue and at Sacramento Avenue, respectively, there would also be a connection with the Lake Street leg of the Milwaukee-Lake-Dearborn Street subway by means of a two-track subway in Clinton Street extending from Congress Street to Canal and Lake Streets. This branch would complete the formation of an underground loop and result in increased operating flexibility.

The Department also advanced studies of its plan for the construction of a high-level streetcar subway in Washington Street between Clinton Street and Grant Park making use of the present Washington Street Tunnel under the Chicago River. The cost of this project is estimated at $8,000,000.

Eight other future subway extensions proposed for construction later in the ultimate plan for subways for Chicago were reviewed during the year, and preliminary estimates and basic studies were carried on. These eight projects embrace 26.86

Figure 2

miles of subways costing an estimated $156,800,000, and include a transit tunnel in Jackson Street from Clinton Street to Grant Park, a North Avenue subway extension from Lawndale Avenue to Austin Avenue, an Archer-Ashland subway extension from State Street in Archer Avenue to Ashland Avenue, a Milwaukee Avenue subway extension from Logan Square to Foster Avenue, a Belmont Avenue subway extension from Milwaukee Avenue to Oak Park Avenue, a South Park Avenue subway extension from 63rd Street to 79th Street, a Wells Street subway extension from Chicago Avenue to Roosevelt Road and east in Roosevelt Road to State Street and a Milwaukee Avenue single track express subway from Division Street to Logan Square. Financing for these subway projects remains to be developed.

Experimental Work and Testing

A preliminary study was made of the various acoustical materials that might be used to supplement the noise reducing effect obtained from modern rolling stock and the use of rubber pad inserts which were placed under the running rail of the tracks in the Clybourn-Division-State Street subway at the time of construction. Numerous conferences were held with acoustical experts and with representatives of the principal manufacturers of acoustical materials. Preliminary sketches and sample panels for subway use have been provided, but a test procedure to determine the effectiveness of the proposed treatment has been deferred until after the war.

The activities of the Testing and Inspection Section in 1944 included paint tests on structural steel in the Milwaukee-Lake-Dearborn Street subway, studies and demonstrations of waterproofing methods and materials, inspections and investigations of construction materials.

Some forty primer paint coat systems or other coatings, recommended by paint manufacturers as suitable for use as coverings and protection against rust on exposed structural steel surfaces, were applied on column and soffit plates in the Milwaukee-Lake-Dearborn Street subway which were carefully chosen for uniformity of exposure conditions. Inspection of these paint coat systems revealed that a zinc dust-zinc oxide in a modified phenolic type vehicle, red lead in a quick drying phenolic type vehicle, and a red lead in a processed linseed oil

SEVENTH ANNUAL REPORT

OF THE

DEPARTMENT OF SUBWAYS AND SUPERHIGHWAYS

CITY OF CHICAGO

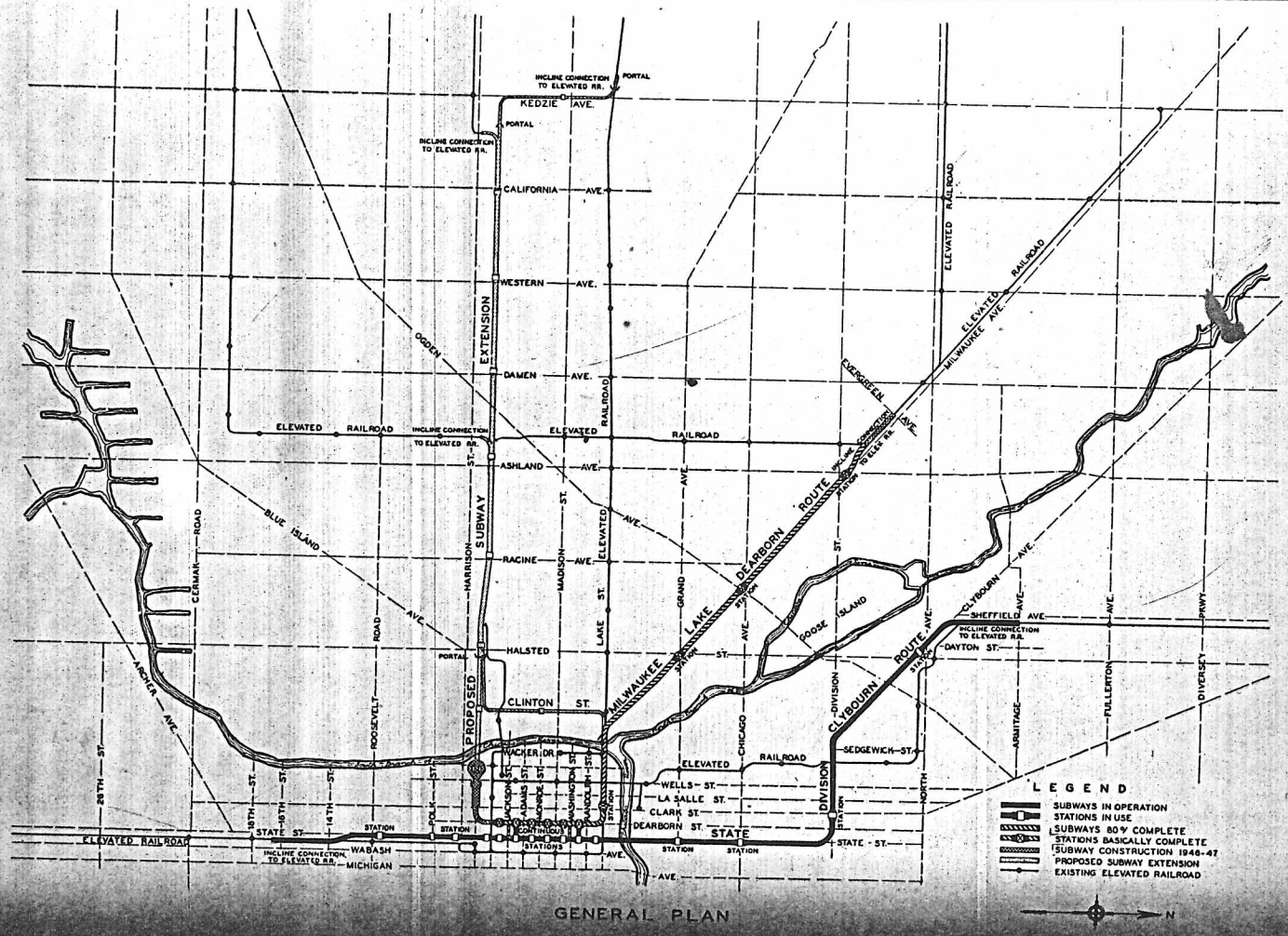
YEAR ENDED

DECEMBER 31, 1945

EDWARD J. KELLY
Mayor

DICK VAN GORP
Chief Engineer

VIRGIL E. GUNLOCK
Commissioner



GENERAL PLAN

VI

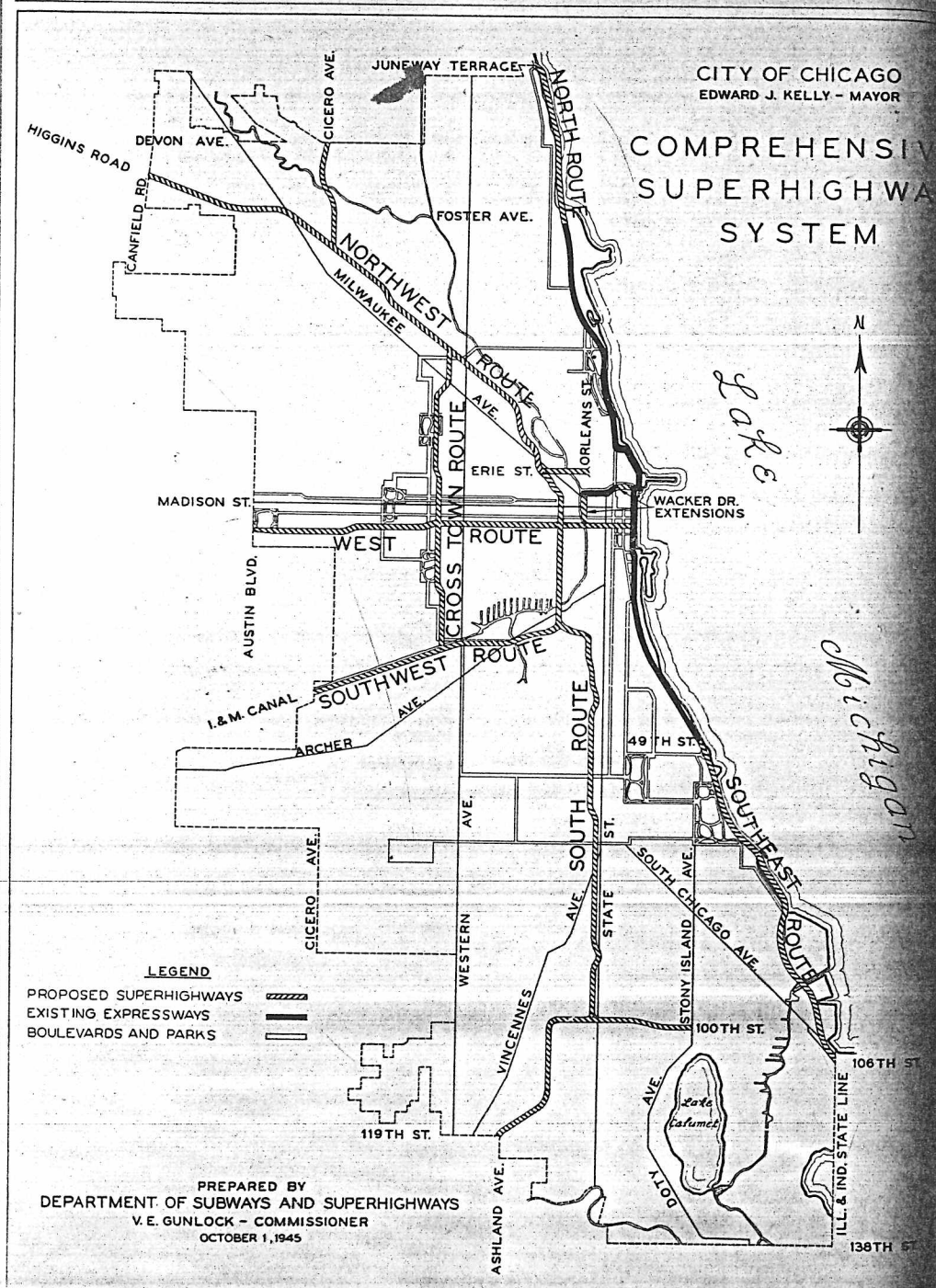

CITY OF CHICAGO
EDWARD J. KELLY - MAYOR
COMPREHENSIV
SUPERHIGHWA
SYSTEM
JUNEWAY TERRACE
CICERO AVE.
HIGGINS ROAD
DEVON AVE.
CANFIELD RD.
FOSTER AVE.
NORTH ROUTE
NORTHWEST
MILWAUKEE
ROUTE
AVE.
ORLEANS ST.
CROSS TOWN ROUTE
ERIE ST.
MADISON ST.
WACKER DR.
EXTENSIONS
WEST
ROUTE
AUSTIN BLVD.
SOUTHWEST
ROUTE
I.&M. CANAL
ARCHER
AVE.
49TH ST.
SOUTH
ROUTE
SOUTHEAST
ROUTE
CICERO
AVE.
WESTERN
AVE.
STATE
ST.
SOUTH CHICAGO AVE.
VINCENNES
AVE.
STONY ISLAND
AVE.
100TH ST.
106TH ST.
119TH ST.
Lake Calumet
DOTY
AVE.
ILL. & IND. STATE LINE
ASHLAND AVE.
138TH ST.
LEGEND
PROPOSED SUPERHIGHWAYS
EXISTING EXPRESSWAYS
BOULEVARDS AND PARKS
PREPARED BY
DEPARTMENT OF SUBWAYS AND SUPERHIGHWAYS
V. E. GUNLOCK - COMMISSIONER
OCTOBER 1, 1945
Lake Michigan
N

Figure 3

Adams-Jackson		534,678	2,409,165
[illegible]son-Van Buren		526,497	2,549,[illegible]
	1,[illegible]	[illegible],301,[illegible]	[illegible],[illegible],[illegible]
Van Buren-Congress		324,271	1,416,406
Harrison & State		307,046	1,809,810
Roosevelt & State		551,652	2,901,369
Totals		8,476,315	41,207,235

*Subway Operation began October 17, 1943.

(a) Includes cash fares paid, transfers from Chicago Motor Coach and Chicago Surface Lines at all stations and Elevated to Subway Transfers at Lake-Randolph & Jackson-Van Buren.

SUPERHIGHWAYS

During the year 1945, the Department of Subways and Superhighways also worked intensively in furthering the program for the construction of a 67-mile city-wide system of limited access superhighways.

There are eight routes in the City's Comprehensive Superhighway System. Extending from the Central Business District to the City Limits, and there connecting with the State highway system, they are:

1. The North superhighway, an extension of the North Outer Drive;
2. The Northwest superhighway extending from the Central District northwesterly between Elston and Milwaukee Avenues to the City Limits;
3. The Congress Street superhighway from Field Drive to Austin Boulevard;
4. The Southwest superhighway along Archer Avenue and the Illinois and Michigan canal;
5. The South superhighway extending south between Halsted and State Streets from a connection with the Congress Street superhighway;
6. The Southwest superhighway, an extension of the South Outer Drive to the Indiana State Line;
7. The Crosstown superhighway along California Avenue, and connecting the Southwest, West (Congress Street) and Northwest superhighways;
8. Wacker Drive extensions—Lake Street south to the Congress Street superhighways and Michigan Avenue east to the Outer Drive.

WEST ROUTE

The entire system is programmed for construction at the earliest possible date. Foremost, however, is the West Route (Congress Street) superhighway.

Plans and Designs

All during the wartime restriction on highway construction, the Department of Subways and Superhighways has

EIGHTH ANNUAL REPORT

OF THE

DEPARTMENT OF SUBWAYS AND SUPERHIGHWAYS

CITY OF CHICAGO

YEAR ENDED

DECEMBER 31, 1946

EDWARD J. KELLY
Mayor

DICK VAN GORP
Chief Engineer

VIRGIL E. GUNLOCK
Commissioner

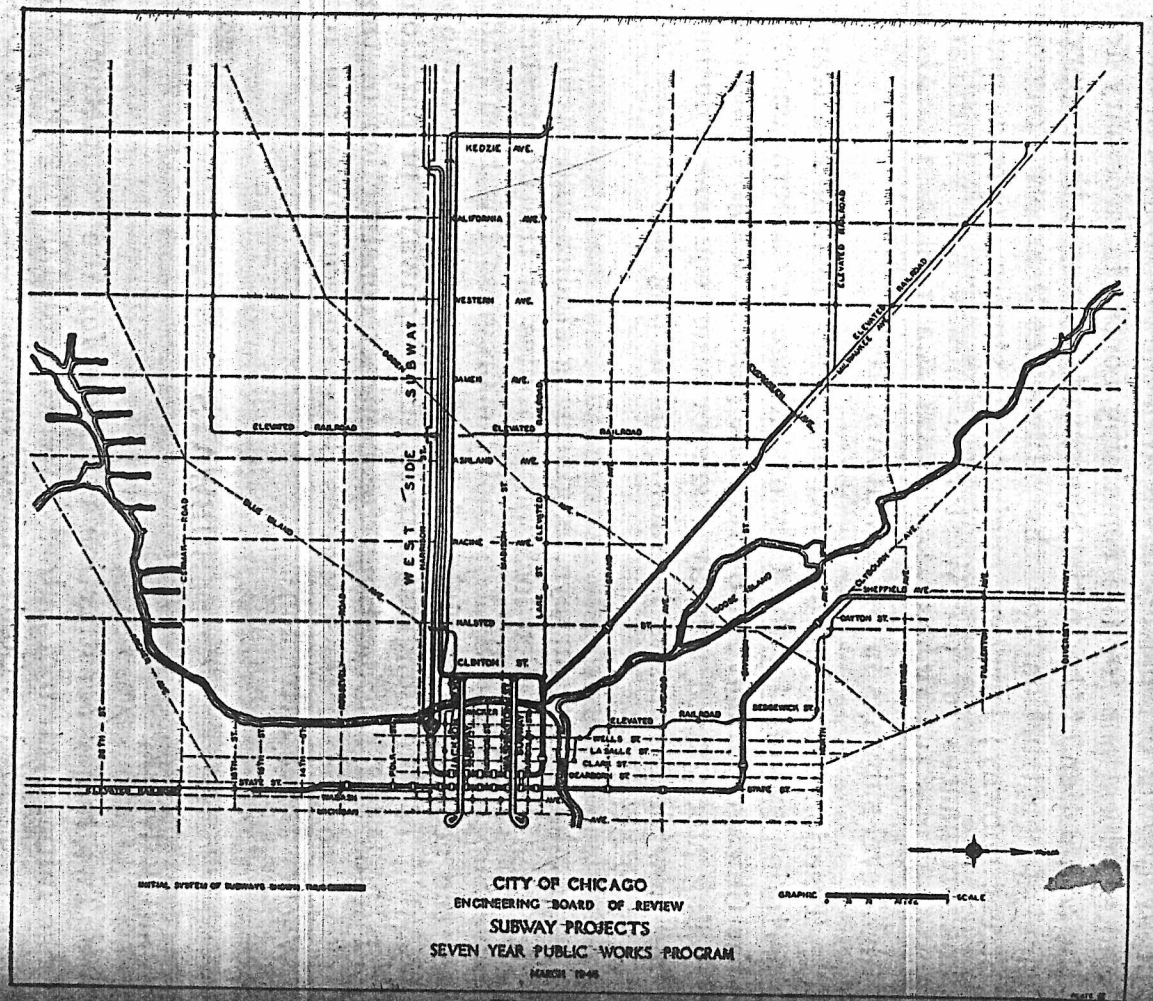
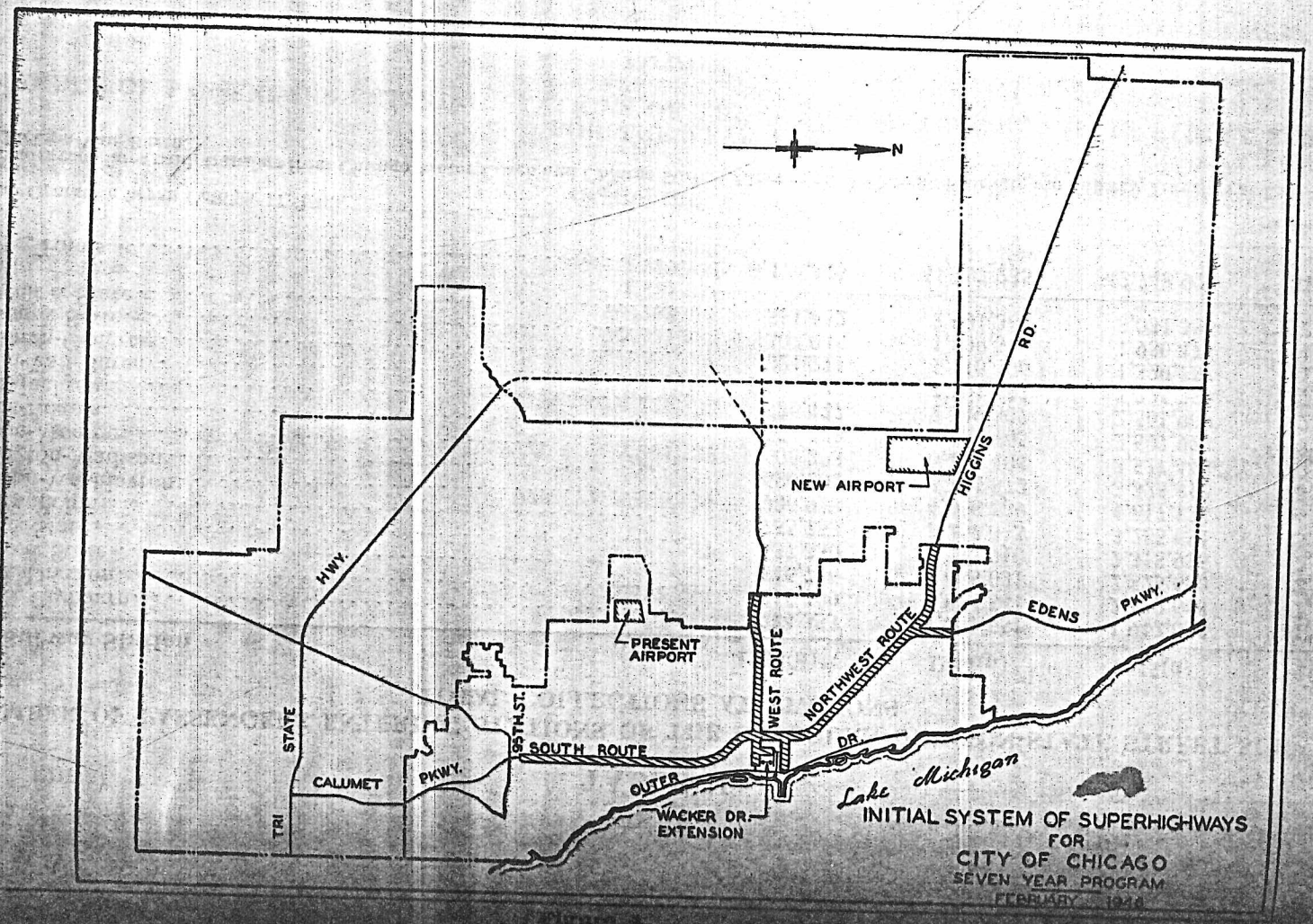

KEDZIE AVE.
CALIFORNIA AVE.
WESTERN AVE.
DAMEN AVE.
ASHLAND AVE.
RACINE AVE.
HALSTED ST.
CLINTON ST.
WEST SIDE SUBWAY
ELEVATED RAILROAD
ELEVATED RAILROAD
ELEVATED RAILROAD
ELEVATED RAILROAD
ELEVATED RAILROAD
ELEVATED RAILROAD
CHICAGO RIVER
SOUTH BRANCH
SOUTH BRANCH
SHEFFIELD AVE.
DAYTON ST.
DEGRAW ST.
WELLS ST.
LA SALLE ST.
CLARK ST.
DEARBORN ST.
STATE ST.
STATE ST.
CITY OF CHICAGO
ENGINEERING BOARD OF REVIEW
SUBWAY PROJECTS
SEVEN YEAR PUBLIC WORKS PROGRAM
MARCH 1946
GRAPHIC SCALE

Figure 3


N
NEW AIRPORT
HIGGINS RD.
HWY.
PRESENT AIRPORT
WEST ROUTE
NORTHWEST ROUTE
EDENS PKWY.
STATE
95TH ST.
SOUTH ROUTE
CALUMET PKWY.
OUTER DR.
TRI
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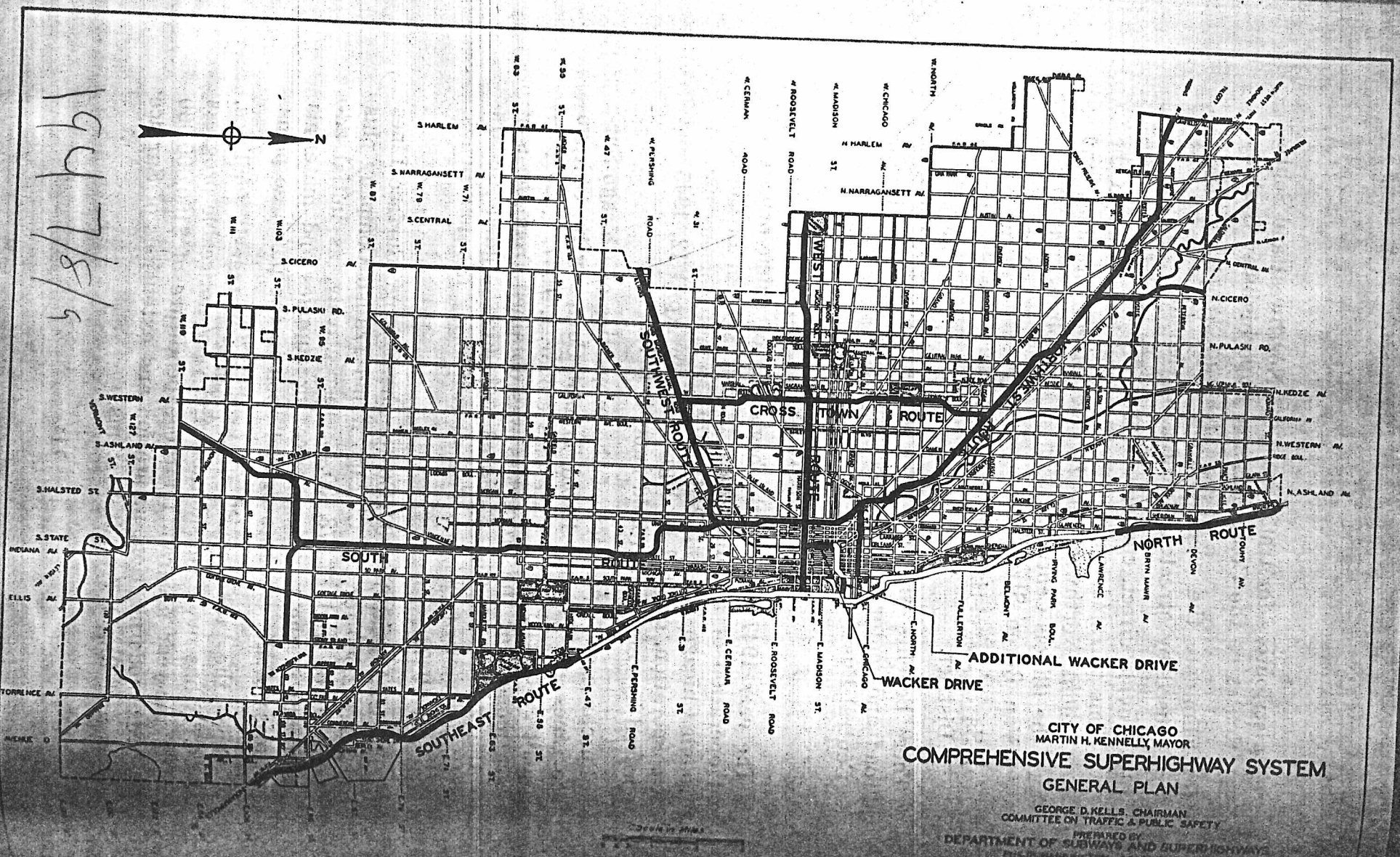
Lake Michigan
INITIAL SYSTEM OF SUPERHIGHWAYS
FOR
CITY OF CHICAGO
SEVEN YEAR PROGRAM
FEBRUARY 1940



CITY OF CHICAGO
MARTIN H. KENNELLY, MAYOR

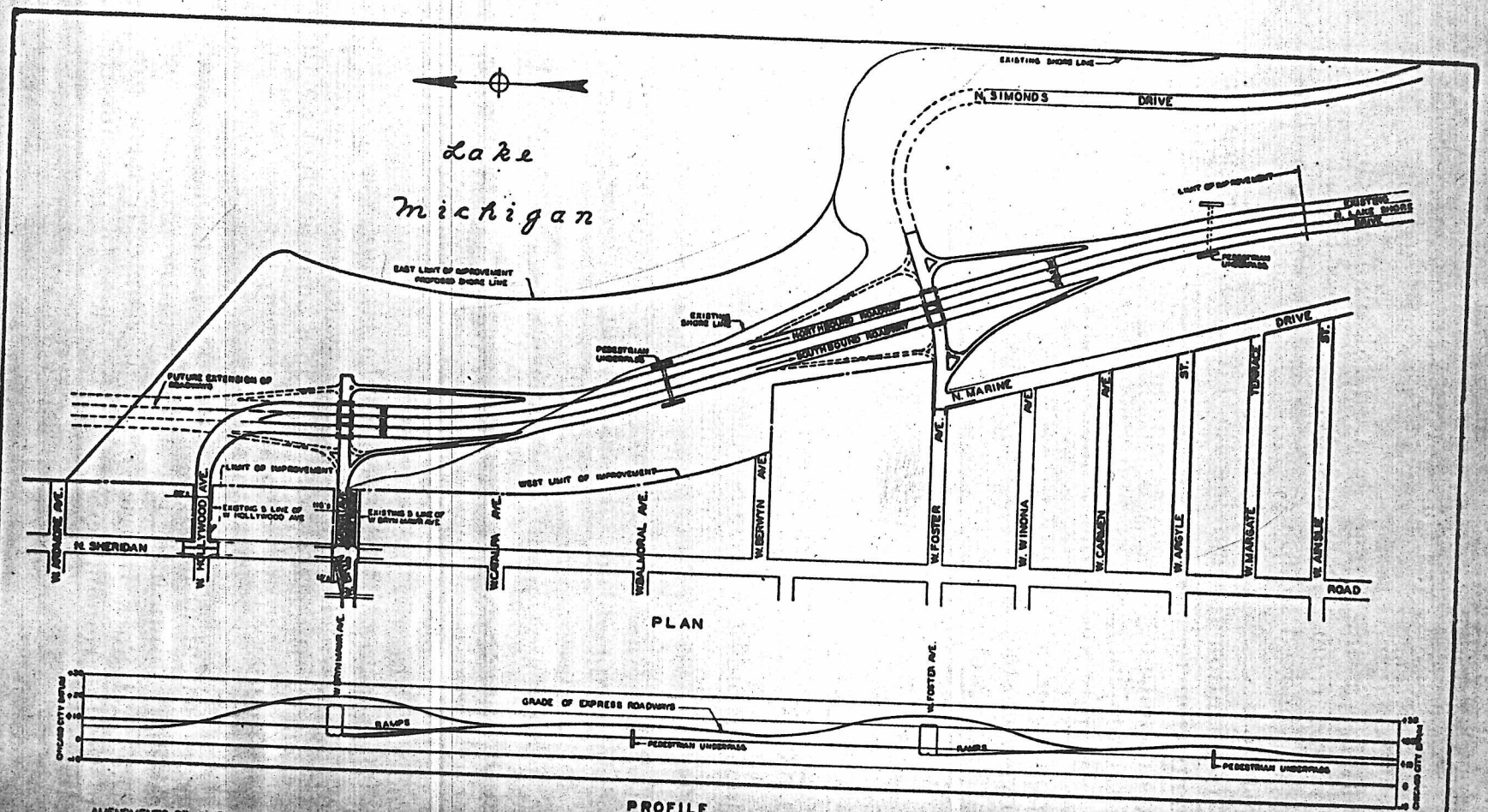
COMPREHENSIVE SUPERHIGHWAY SYSTEM

GENERAL PLAN

GEORGE D. KELLS, CHAIRMAN
COMMITTEE ON TRAFFIC & PUBLIC SAFETY

PREPARED BY
DEPARTMENT OF SUBWAYS AND SUPERHIGHWAYS

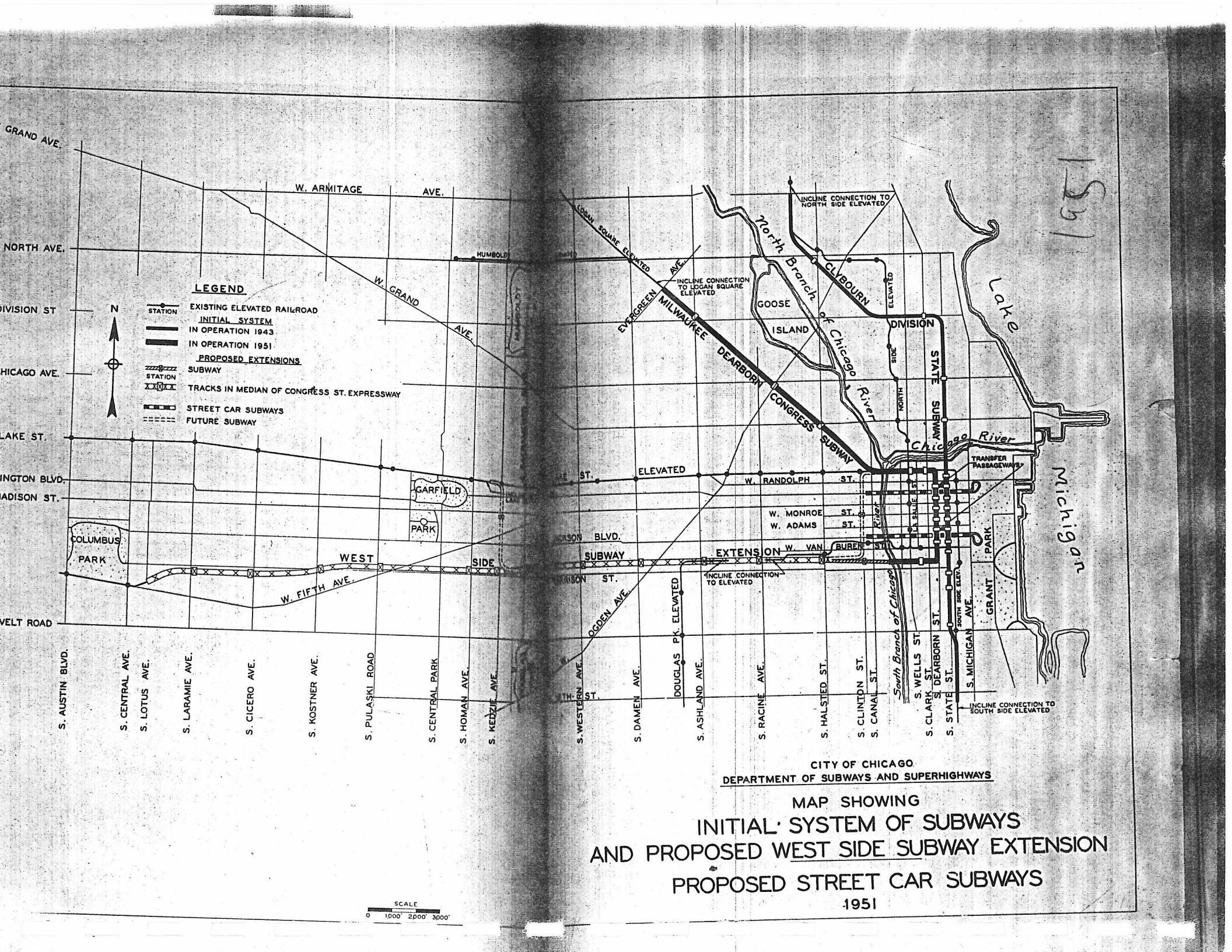
12



AMENDMENTS OF JUNE 3, 1949 APPROVED

CITY OF CHICAGO
NORTH ROUTE
COMPREHENSIVE SUPERHIGHWAY SYSTEM

PLAN AND PROFILE
WEST HOLLYWOOD AVE TO WEST AINSLIE ST.



CITY OF CHICAGO
DEPARTMENT OF SUBWAYS AND SUPERHIGHWAYS

MAP SHOWING

INITIAL SYSTEM OF SUBWAYS AND PROPOSED WEST SIDE SUBWAY EXTENSION

PROPOSED STREET CAR SUBWAYS

1951

1951